



Lexington Road Corridor Transportation Plan

Welcome!!

And Thank You for Coming Out.

Public Meeting #1
October 7, 2014

Lexington Road Corridor



TRANSPORTATION PLAN





Lexington Road Corridor Transportation Plan



Engineering Planning

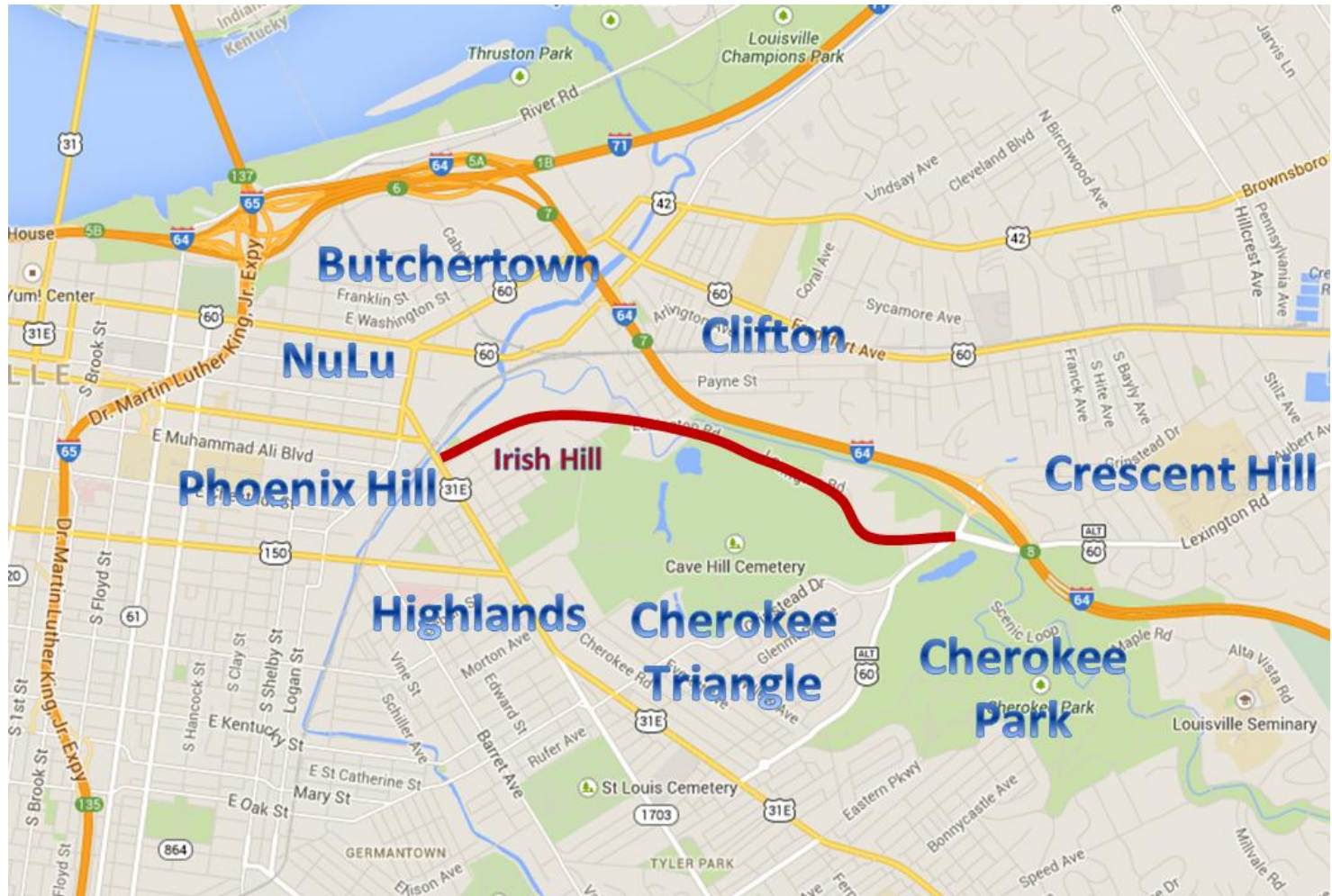
Groundbreaking by Design.





Lexington Road Corridor Transportation Plan

- Clifton
- Highlands
- NuLu
- Cherokee Park
- Butchertown
- Phoenix Hill





Lexington Road Corridor Transportation Plan

Purpose of the Study

1. Assess the current safety and access issues for residents, business and all users – drivers, pedestrians, bicyclists, and transit
2. Identify Potential Improvements
3. Develop a Master Plan





Lexington Road Corridor Transportation Plan

Vision Statement

To develop a multi-modal, complete street, neighborhood friendly road that is safe and efficient for all users.





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Study Approach – Involvement

1. Louisville Metro Lead
2. Internal Stakeholders – TARC, Parks, Public Works, Planning, EMS, Utilities, KYTC
3. External Stakeholders—Businesses, Residents, Public





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Study Approach—Steps

1. Assess Existing Conditions
 1. Talk with Businesses
 2. Conduct a Safety Audit
 3. Collect Traffic, Bike, and Ped Volumes, and Transit Ridership
 4. Review Crash Data
 5. Approved Developments
2. Identify Broad Range of Design Options – November
3. Present Recommended Concepts – December
4. Present Final Plan – January
5. Submit Draft and Final Report – February





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Upcoming Discussion Questions

- Handout...
 - How you interact with the corridor?
 - Identify unsafe/frustrating areas
 - Identify spots that need to be redesigned
 - Suggest solutions for entire corridor
 - Suggest landscape and enhancements





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Existing Conditions

Average Daily Traffic: 8,800

Classification: Minor Arterial – Louisville Metro Street

Crashes: 128 crashes over 3 years (2011-13)

Land Uses: Parks, Homes, Businesses, Restaurants, City Garage.

Form District: Traditional Neighborhood.

Zoning: Residential, Special, Commercial and Industrial

Constraints: RR viaduct, three bridges, street parking, Cave Hill wall





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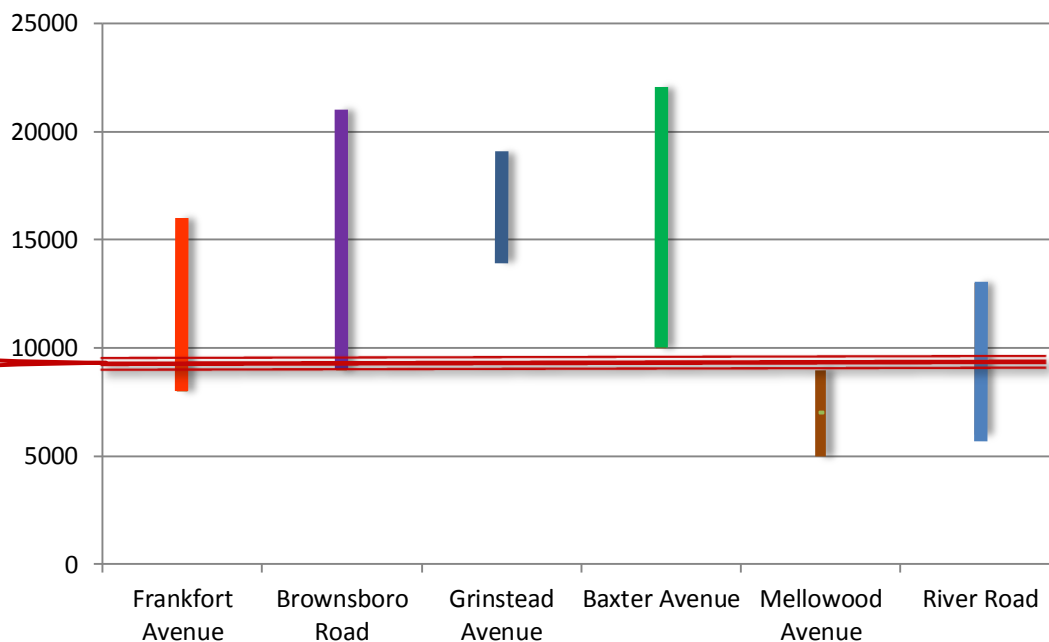
Average
Daily
Traffic
(ADT)

Comparative
Roads



- Frankfort Avenue: 8,000 – 16,000
- Brownsboro: 9,000 – 21,000
- Grinstead Avenue: 14,000 – 19,000
- Baxter Avenue: 10,000 – 22,000
- River Road: 6,000 – 13,000
- Mellwood: 5,000 – 9,000

**Lexington
Road:
9,000 ADT**





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Near Future Changes

Axis Apartments: 300 Units

The Woods at Lexington Road Apts.: 72 Units

Over 1,000 Units in the Encompassing Area

River City Metals Site: Future?

Distillery Commons: Future?

Vacant Land Zoning: Industrial / Commercial





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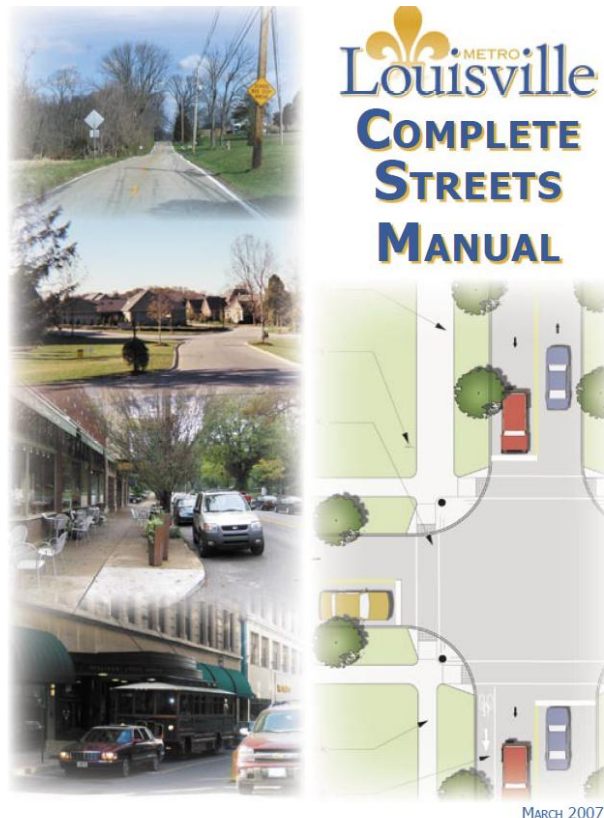
What Are Complete Streets?

Users:

- Drivers
- Bicyclists
- Pedestrians
- Transit
- Parking

Elements:

- Furniture
- Drainage
- Streetscape



Safe Streets

Connected Streets

Green Streets

Accessible Streets

Livable Streets

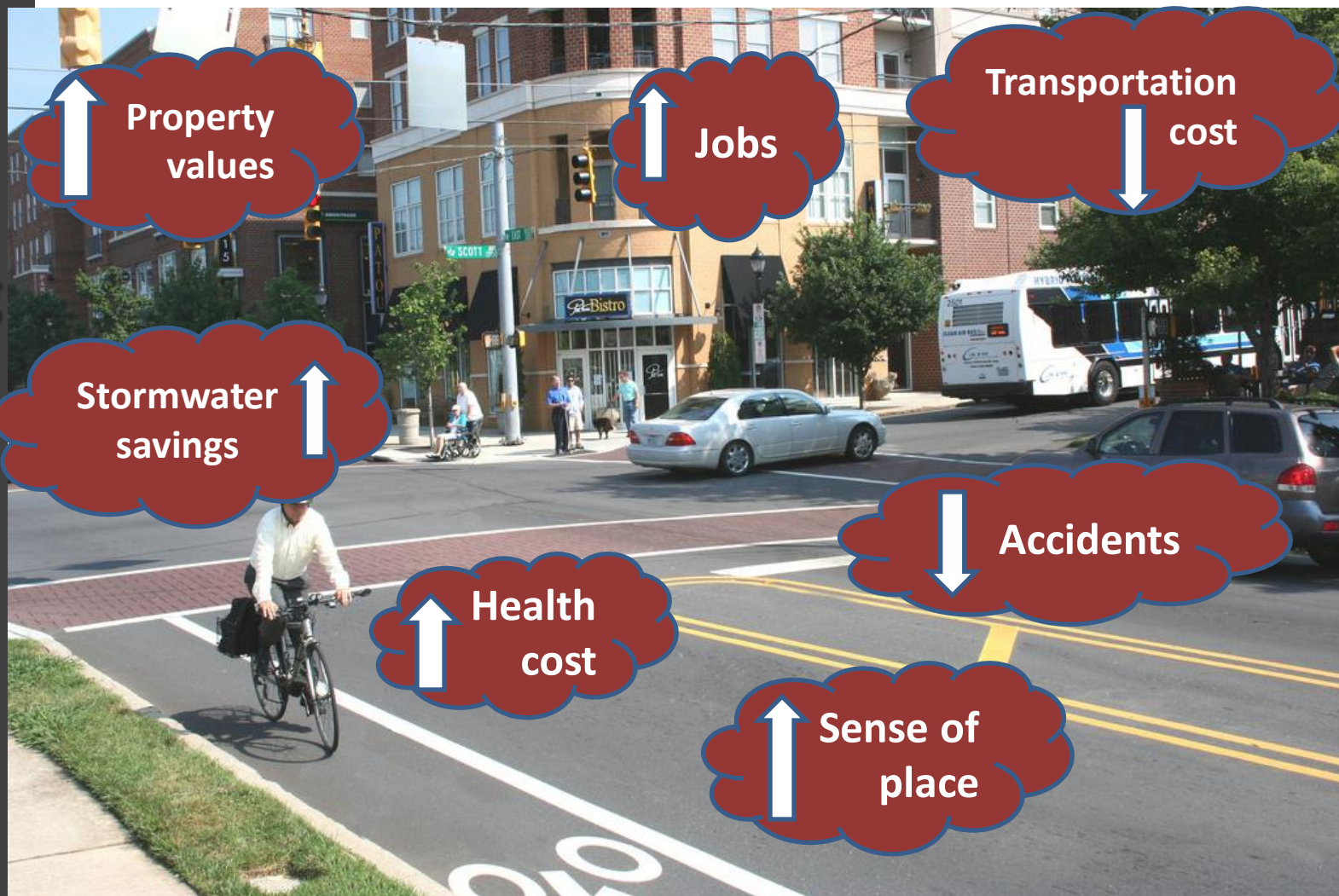
Balanced Streets

https://www.youtube.com/watch?v=nb0PC-OC0CU&feature=youtube_gdata_player



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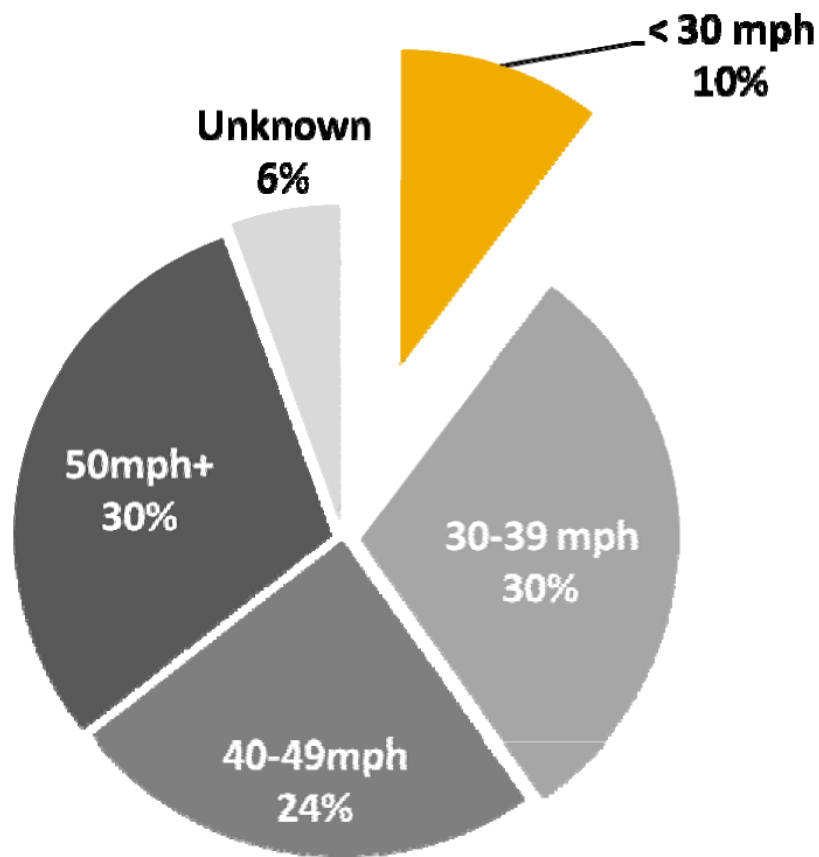
Why are we doing this?





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Safe Streets



**Slower speeds
reduce
pedestrian
fatalities.**



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Safe Streets

“75% of pedestrian crashes occur where there are no traffic controls”

“Pedestrians are safer in areas with sidewalks than in areas without them.”



Source: B.J. Campbell, et. Al. “A Review of Pedestrian Safety Research in the United States and Abroad.” FHWA-RD-03-042 (2004)
<http://www.tfhr.gov/safety/pedbike/pubs/03042/index.htm>



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Mobility

In the United States:

- **40% of all trips are 2 miles or less**
- **28% of all trips are 1 mile or less**

These distances can be covered by a short, healthy bike ride or walk.

Yet ...

65% of all trips under 1 mile are made by car.

Source: B.J. Campbell, et. Al. "A Review of Pedestrian Safety Research in the United States and Abroad." FHWA-RD-03-042 (2004)
<http://www.tfhr.gov/safety/pedbike/pubs/03042/index.htm>





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Options

What if....

Tomorrow you could no longer drive?



Source: B.J. Campbell, et. Al. "A Review of Pedestrian Safety Research in the United States and Abroad." FHWA-RD-03-042 (2004)
<http://www.tfhr.gov/safety/pedbike/pubs/03042/index.htm>



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- **1/3 of Americans do not drive:**
 - Children under the age of 16
 - 21% of Adults over the age of 65
 - **Those who cannot afford a car**
 - Those who are not able to drive a car





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Lexington Road Complete Streets Elements

Lane Redesign

Bike Lanes

Cycle Tracks

Sidewalks

Transit Stations

HAWK Signals

Streetscapes

Green Infrastructure



Engineering Planning



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Lane Redesign

- 30% crash reduction nationwide
- 40% crash reduction in Louisville
- Benefits / Outcomes





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Old
Brownsboro
Road

Then





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Old
Brownsboro
Road

Now

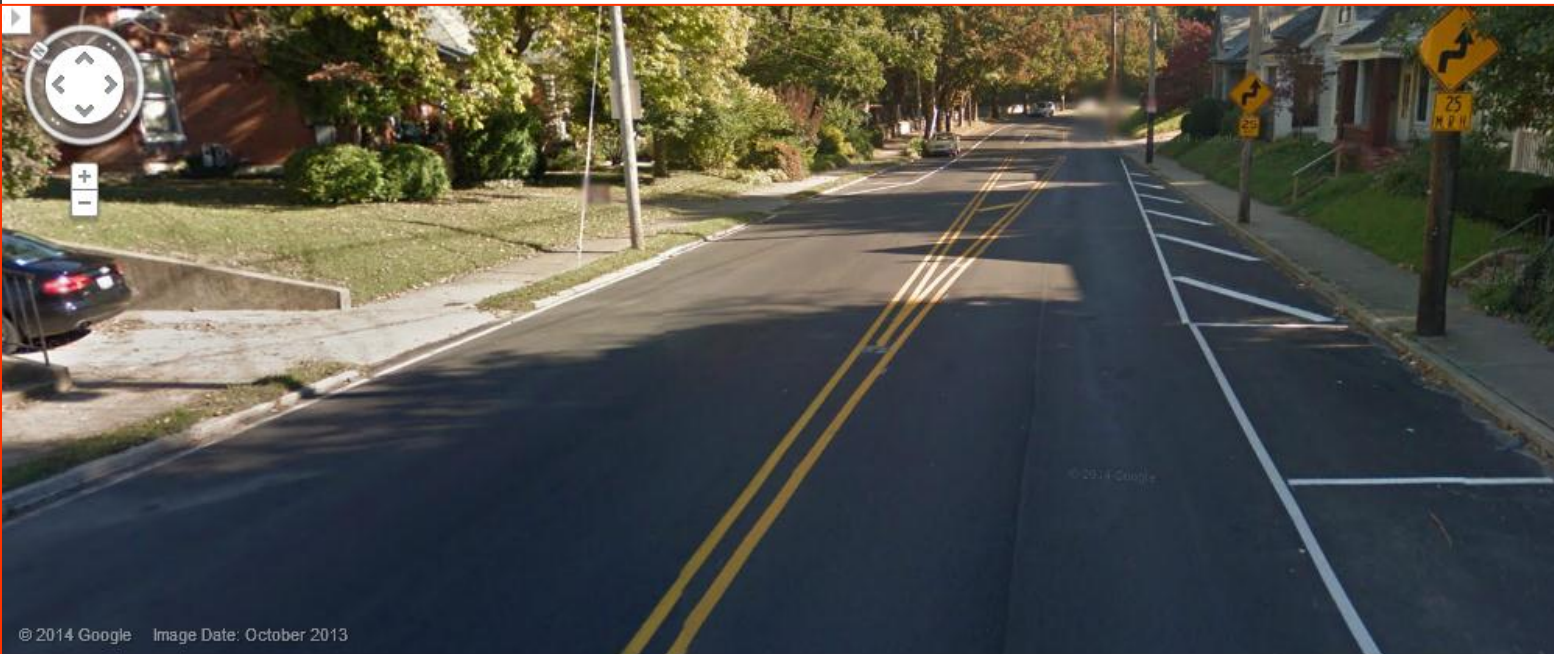




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Grinstead Avenue

*Then
&
Now*





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52% of Americans
want to bike more
than they do now.

- America Bikes Poll





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Bike Lanes





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Bike Lanes



Portsmouth, VA



Portsmouth, VA





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Buffered Bike Lane





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Cycle Tracks





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Cycle Tracks





Lexington Road Corridor Transportation Plan

Cycle Tracks





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Transit Pull-Off Stations





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HAWK Signals





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HAWK Signals

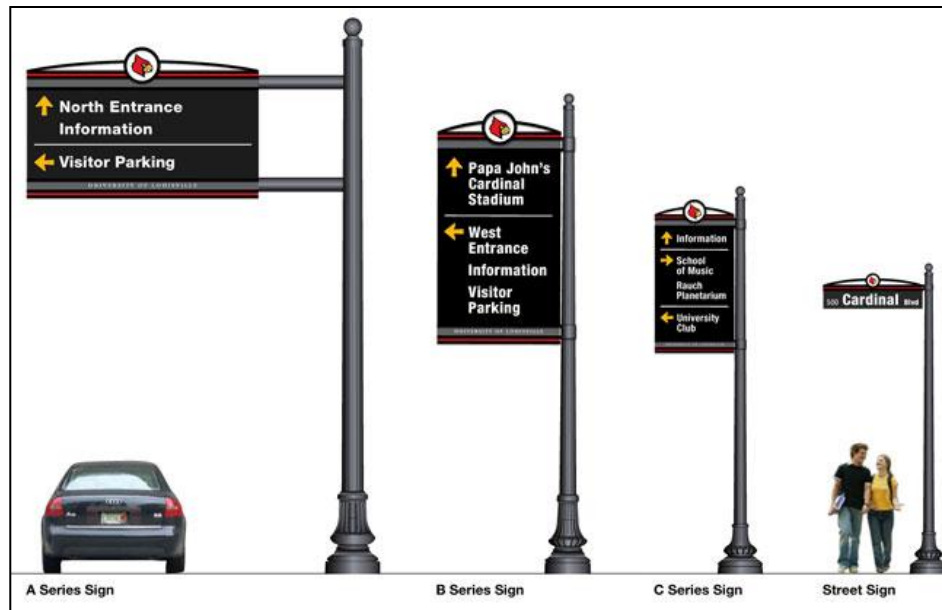




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Signage / Wayfinding

- Area-wide destinations for bicyclists
 - Downtown, St. Matthews, Highlands, Cherokee Park, Clifton, Nulu
 - Beargrass Creek Trail





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Beautification / Streetscape Enhancements

- Community Gateways
- RR Viaduct
- Street Trees
- Furniture
- Art



**Results in
Economic
Investment**



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Green Infrastructure

- Tree boxes / canopies
- Drainage
- MSD Funding
- Grasses
- Rain Garden





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Open Discussion Questions

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